

# THE Anti-Slavery Reporter.

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# The Anti-Slavery Reporter.

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## Suakin-Berber Railway.

IN view of the statement made in the House of Commons that the projected railway to Berber would not be continued at the present time, the Committee of the ANTI-SLAVERY SOCIETY felt bound to address HER MAJESTY'S GOVERNMENT, emphatically urging that the railway plant and material now lying at Suakin should not be removed, as the importance of completing the line at the earliest favourable opportunity is admitted by almost all persons conversant with the subject. That the railway may eventually be made by private enterprise, and not as a military line, is very probable; but this consideration need not involve the removal of plant from Suakin, which has already been landed there at considerable cost.

We subjoin the Memorial of the ANTI-SLAVERY SOCIETY, and would particularly call attention to a powerful and earnest appeal made by the BARONESS BURDETT COUTTS, on behalf of the natives of the Soudan. Her Ladyship's views on this question entirely agree with those of the ANTI-SLAVERY SOCIETY, especially as regards the Suakin-Berber Railway, being an indispensable factor in the pacification and civilisation of the Soudan.

### MEMORIAL FROM THE ANTI-SLAVERY SOCIETY.

" 55, New Broad Street, London, E.C.

" 7th May, 1885.

" To the RIGHT HONOURABLE THE EARL GRANVILLE, K.G., &c., &c., H.M.'s Principal Secretary of State for Foreign Affairs.

" MY LORD,—The Committee of the British and Foreign Anti-Slavery Society venture again to urge upon Her Majesty's Government the view which they hold as to the importance of the work now in progress for connecting the Red Sea with the waters of the Nile, by means of a railway.

" A statement having been made in Parliament that the railway would not be carried as far as Berber at the present time, the Committee earnestly trust that no steps will be taken by the removal of plant from Suakin to prevent the resumption of the work at the earliest opportunity compatible with the safety of the line.

"The Committee believe that the necessity for portorage of goods from the Nile to the Red Sea is one of the main elements in supporting the Slave-trade, and they feel assured that the establishment of a railway would, by extending legitimate commerce, do more than anything else to render the traffic in human beings unremunerative.

"The Committee are quite aware that the safety of the line could not be secured except by means of some arrangement with the tribes occupying that country, and they would earnestly hope that some means may be found of concluding a treaty for this purpose with the chiefs occupying that country. Probably some moderate subvention to the tribes might have to be provided for, as also their employment, so far as is feasible, in maintaining the line. This subvention, of course, would have to be paid by any private company to whom Her Majesty's Government might hereafter hand over the railway.

"The Committee confidently anticipate that from the completion of the railway and the establishment of a commercial emporium at Berber, the pacification of the Soudan would be gradually accomplished, and the security of Egypt assured.

"The occupation of a position like Berber on the Upper Nile, from which telegraphic communication can be maintained with Cairo, must always be important in connection with the system of irrigation in Lower Egypt, on which its revenues so largely depend. To be able to forecast the dimensions of the coming flood, and thereby to provide for its variations, must always be of great value to the administration of that Department of the Public Works of Egypt.

"In conclusion, the Committee would beg to remind Her Majesty's Government that in the Report upon Egypt, made by the EARL OF DUFFERIN, in February, 1883. His Lordship then stated that the first thing necessary for the pacification of the country was the making of this line. This opinion has been endorsed by GENERAL GORDON, COLONEL STEWART, SIR SAMUEL BAKER, Mr. H. M. STANLEY, DR. SCHWEINFURTH, and other authorities.

By Order, "CHAS. H. ALLEN,  
"Secretary."

### THE HARVEST OF THE SOUDAN.

LETTER OF THE BARONESS BURDETT-COUTTS TO THE EDITOR OF  
*The Daily Telegraph.*

"SIR,—'What will the harvest be?' Will it be for good or evil? This is a burning question with hundreds and thousands of men and women of the English race who feel that England has been made responsible for the answer, and that its professed Christianity and power for civilisation are both at risk of shame if in the future the Soudan be the stronghold of the Slave-trader. The harvest hitherto reaped by the enormous national expenditure, both of life and money, has yielded little but evil. The life-blood of Moslem and Christian alike has been drained into the insatiable desert sand. One by



one the unhappy cities of the Soudan have fallen into the hands of the Mahdi's fanatical hordes, and we dare not hope Kassala, notwithstanding its heroic defence, will escape a like horrible end, whilst mistrust and disbelief in the will or power of England to save or protect alienate the friendly tribes who would otherwise gladly look to us for protection, but who dare not lean on such changeable allies.

"The very able letter of MR. BURLEIGH, which appeared in your columns of Friday, points out that the railway is the narrow path which alone can lead out of this slough of despair and human misery. His arguments for its construction and maintenance are most powerfully and conclusively put, and there can exist no reasonable doubt that if carried out with a firm resolve and steadfast purpose the English railroad will, as he says, bring peace and plenty into the country, and 'the extinction of the Slave-trade.'

"I feel sure that it will be a consolation to many who, like myself, are keenly interested in the Slave-trade question, to know that this railway, with all its blessed possibilities, and its capabilities for the transformation into good of existent evil, has not been lost sight of, even amidst the jar of words, the home alarms, and the din of war rumours which harass us daily.

"MR. BURLEIGH's letter will necessarily direct public attention at once to the importance of the Suakin and Berber Railway. I take this opportunity, therefore, of asking you to enable me to state that for some time past conferences have been held at my house on the position of the Soudan. First, its development has been studied through combined commercial and philanthropic agencies; secondly, its probable effect on its Slave-trade. I may as well say that by the Slave-trade I do not mean to allude to that institution sometimes called domestic, and sometimes patriarchal, prevailing in all Mussulman countries, but to the traffic in human beings against which in years past England has so consistently and successfully struggled when it was mainly seaborne, and which now carries on overland its iniquitous prosperity under the most loathsome conditions.

"These two objects, the opening out of Soudanese markets to English enterprise, and the suppression of the Slave-trade, though not absolutely identical, are like parallel lines, always running the same course and passing to a point beyond our ken. Thus all interested in the one feel equal interest in the other. It was suggested that English enterprise in the two-fold direction could be carried on successfully through the formation of a company or syndicate founded on the precedent of the East India Company, or on the more recent and, perhaps, more apposite example of the Borneo Company, which is a product arising out of the late RAJAH'S (SIR JAMES BROOKE) successful enterprise in Sarawak, through which the head hunting Dyaks and former piratical tribes are now (as we hope the African Slave-dealers may hereafter be) converted into honest traders, spreading commerce, peace, and good-will on earth instead of barbarism, cruelty, and a standing menace to humanity. The Borneo Company receives very considerable support and countenance from the Government of England, and is also invested with

almost supreme power from its Suzerain, the SULTAN OF BORNEO. I have reason to think that such a plan, or one analogous to it, would receive ready assistance from influential quarters under the one absolutely indispensable condition, namely, that the railway should exist. A movement for the suppression of Slavery associated itself naturally with the Anti-Slavery Society, whose secretary, MR. ALLEN, has always attended our meetings, and I believe that the Anti-Slavery Society has already moved in this matter, and will make endeavours to prevent the plant now at Suakin being sent home. Independently of the strong motive for the completion of the railway in the interests of a common humanity, our home interests would be thereby benefited, for the articles which Manchester and others of our manufacturing towns could furnish find as ready acceptance in the Dark Continent as they do elsewhere, and we may cherish at least that amount of belief in even a Slave merchant's human nature that he would as willingly sell cotton and calicoes as men, women, and children—perhaps prefer the former trade, had he the opportunity, as being easier of transit and requiring no provisions. The conferences at my house, to which I have alluded, have received valuable support from those whose philanthropy and practical knowledge of Africa and its resources are quite indisputable. THE EARL OF SHAFTESBURY, HIS EMINENCE CARDINAL MANNING, THE BISHOP OF NEWCASTLE, MR. FORSTER, MR. H. M. STANLEY, and others equally well known, are all willing to further any scheme having for its object the redemption of the Soudan. I feel certain that the valuable suggestions made in MR. BURLEIGH'S letter, which harmonise so entirely with our views, will greatly aid our efforts, and that the day is not far distant when we shall cease to read in the daily papers of the miseries of the 'scorching Soudan,' but rejoice to hear that a brisk and honest trade is carried on in Khartoum on the spot where CHARLES GEORGE GORDON fell, 'his front with wounds unnumbered riven, his back to earth, his face to Heaven.'

"I am, yours faithfully,

" May 9.

BURDETT-COUTTS."

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MR. BENNETT BURLEIGH, special correspondent of the *Daily Telegraph* in the Soudan, in a letter to that journal, dated London, May 7th, gives the following excellent reasons why the railway from Suakin to Berber ought to be constructed. This gentleman speaks with authority, having studied the question on the spot. After stating his reasons why the troops now sweltering in the tropical heat at Dongola and Korti should be immediately brought back to Wady Halfa, he continues,

"The Government should proceed quietly and persistently with the Suakin-Berber railway—the one undertaking which will assuredly break up the Madhi movement with the least possible bloodshed. With a railway behind them the troops are never far removed from their base. Supplies of all kinds can be abundantly provided, and in a few hours

wounded, sick, or invalided men can be sent aboard ship, and, if need be, hurried to England. The construction of the road would make the Mahdi hesitate about invading Dongola, lest his line of retreat should be suddenly cut. Its completion to Berber would solve the difficulty about the Dongolese province, if it were not before then pacified.

"It must have puzzled many people to guess why the Government set about building a railroad from Suakin westward, if there never was any intention of carrying the line through to the Nile. A railway which was only to be constructed for a score of miles or so from the seaboard into the interior could not have been regarded as likely to be of much value for either military purposes or the development of commerce. It was an enterprise likely to be as barren of useful results as if in undertaking to bridge a river such as the Thames, the work was suspended after the first pier and arch had been erected. Possibly there may have been, and yet may be, some mystic military advantage in having a railroad running out twenty miles into the Hadendowas' country. If twenty miles, however, were all of the line which was ever proposed to have been made, it is a pity a narrower gauge was not chosen, as many thousands of pounds would have been saved. Again, why, in that case, have shipped to Suakin railway-iron enough to lay 150 miles of road. The last fifty miles were ordered by cable less than one month ago. The extraordinary arrangement entered into by which the Government provides and pays for all the material and labour required—giving the contractors two per cent., I believe, on the gross outlay for managing expenses—must, by the suspension of the undertaking, unfairly affect their interests.

"During my recent visit to Suakin I was enabled to observe the facility with which the first portion of the railroad, the section out to Handoub, was laid. I venture to anticipate that if the line is carried to Berber the difficulties will be found to be much less than the grading and rock-cutting needed to complete the railway from Wady Halfa to Dal. \* \* \*

"A somewhat varied and extensive experience in the Soudan has convinced me that the most humane campaign, and the one best calculated to secure a complete victory and confer lasting benefits upon the Arabs and ourselves, is to build a railroad from Suakin to Berber. It will, in any event, interpose itself as an insurmountable barrier between civilisation and barbarism, dealing the final death blow at Slavery. With the desert spanned by a railroad the Mahdi, if he fought at all, would be forced to do so on ground of our choosing and on our terms. Such a road would open up the whole of vast equatorial Africa, with its navigable rivers and chain of gigantic lakes, to British commerce. Compared with this the Congo State is a small affair. A last word for the Soudan. In the olden days merchant guilds and brave burghers were the captains of commerce. They opened the gates of continents to trade and founded colonies. Corporate London is interesting itself in the Congo. Why not devote some of its energy and thousands to the enfranchisement of the millions in Central Africa. The British people will not tolerate any war of vengeance. Gordon himself would have cried out against any such proposal had he deemed it possible to have emanated from Christian England. 'Let us do all we can for the poor Soudanese,' was always his theme. The most glorious and lasting memorial to his fame would be the completion of the pacification and civilisation of the Soudan by the irresistible influences of trade and commerce."

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"As the Hadendowas had declined battle GENERAL GRAHAM decided to push on with the Suakin-Berber railway. With that line carried up to Es Sibil



the commander argued he could turn the enemy's flank and force them to engage or run the risk, if they continued the war, of being cut off and driven from their native haunts. It was the 6th of April when the work of carrying the railroad beyond the western redoubt towards Handub was commenced. The western redoubt is two miles to the north-west of Suakin. In order to protect the working parties of coolies and English navvies GENERAL FREMANTLE, to whom the duty was assigned, undertook to do so with the Coldstreams, Australians, two screw guns, and a company of the Royal Engineers. The men were formed in oblong, cavalry and mounted infantry videttes being thrown out all around to give warning of any approach by the enemy. The troops were on the ground by eight a.m., and GENERAL GRAHAM and his staff were there to witness the operations. Through a mistake in the orders it was thought only an engineering survey was intended for that day. Neither labourers nor material were brought on the ground till ten a.m. An engine, with a train of wagons, was sent into Suakin, and, thanks to the iron horse, little time was lost in running the navvies to the front. For a week thereafter spades and picks were plied along the timeworn camel tract to Handub, and while daylight lasted a cloud of dust hung over the busy workers, suggesting the passage of some enormous caravan across the desert. The iron horse rushed backwards and forwards to the wharves on Quarantine Island, dragging loads of rails and sleepers, and supplying the men at the front with water and stores. For the first time, a force pushing across the desert found themselves with an unlimited supply of pure water. This the engine brought them from the condensers in the harbour, the water being stowed in large iron tanks placed on railway wagons. Busy all night hauling commissariat and ordnance stores to the camp, there was little time left to the three engines to get rails and sleepers to the front. The working parties would have cleared and laid three miles a day of rails with ease could they have got the material forward. As it was, with not more than six hours' actual work per day, and only one set of men lifting the metals into their place, MESSRS. BLUE & TARRY, LUCAS & AIRD's representatives, were able to build an excellent 4ft. 8½in. gauge road, at the rate of one mile a day. The natives watched the progress of the road with astonishment, and the engine they regarded as a chained demon. Once more I heard on every side from native lips, friendly Hadendowas, questionably friendly ones, and Suakinites, that if we English would promise to stay in the place the rebellion would soon collapse. MEHEMET ALI and the friendly Amaras and Fadlabs were wildly pressing in their entreaties for the English to promise to remain in the country, undertaking if we did so to smash OSMAN DIGNA and his adherents. For the second time we had put our hands to the plough—would we once more look back, and, as unstable as water, turn from the task which we so loudly proclaimed should be carried through to the end? Was life to be again fruitlessly wasted and treasure squandered, in response to nothing better than a spasmodic whim? Bleached bones and a sandy mound more or less are all that remain to mark our former campaign along the Red Sea littoral as well as the routes our brave soldiers followed above Korti. Were there ever such sermons uttered against the dangers of vacillation? These things cannot be kept quiet—everybody speaks of them. There is even now, it seems, no earnest intention to go on with the railroad to Berber and interpose a barrier between civilisation and barbarism, forcing the MAHDI's Moslem fanatics to fight us, to their disadvantage, and on ground and time of our own choosing. The heart of Africa, its equatorial lakes and heathen millions, are to be left shut up with Moslem fanaticism, to be murdered or enslaved—in short, to stew in a devil's broth of



ignorance, lust, and rapine. That, perhaps, is a small matter to us—though it was all that GORDON was troubled about—but what most concerns us is the wasted life and labour. Meanwhile, these whispers alluded to abound, and the railroad works progress in a perfunctory manner. The contractors are eager enough, but the military, having their orders, dally and dawdle. Two of the contractors' representatives, in their belief in the utility of a Suakin-Berber Railway, have said to me, "Only give us permission, and we shall build the railroad within a year, and guard and police it the while with our own men, without help from the army."—*Bennett Burleigh.*

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### Suakin-Berber Railway.

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WE have frequently stated in our columns that a Syndicate was formed more than two years ago for the purpose of making a railway from Suakin to Berber. The necessary capital was provided and everything in readiness, waiting only a concession from the Egyptian Government. This concession, owing to local jealousies, could not be obtained; the railway was not made, and the Eastern Soudan was allowed to drift into anarchy and war. By favour of MR. W. H. WYLDE, C.M.G., we are enabled to reprint the minutes and letters connected with the proposed making of this railway, which at the present moment will be found useful to those interested in the welfare of the people of the Soudan.

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#### MINUTES OF PROCEEDINGS.

AT a Meeting held at the Offices of MESSRS. CARR, FULTON & CARR, Vigo Street, Regent Street, London, Solicitors of the Supreme Court, on the 8th November, 1882, of those interested in developing the resources of the Soudan by means of railway accomodation between Suakin and Berber, MR. AUGUSTUS WYLDE, who has been in official and mercantile relations with Suakin and the Soudan for eight years, presented the following reports:—

"GENTLEMEN,—At the request of those who are interested with you in this matter, I have to report the following facts in connection with the Port of Suakin, and the enormous advantages to the Soudan and Egypt that would arise from the construction of a railway between the Port of Suakin and the town of Berber, on the Nile.

"I have been acquainted with the Port of Suakin and the Soudan, in an official and mercantile capacity, for a period of eight years, and during that time have had ample facilities of studying the trade that comes at present by the various caravan routes.

"It may be taken as an absolute fact that the present trade from the Nile Valley to Suakin, consisting of ivory, feathers, gums of many sorts, hides, skins, drugs of various kinds, of which senna is the chief, beeswax, dyes, india-rubber, and other products, amounts to at least 10,000 tons per annum, and the cost of transport from the Nile Valley to the coast is as high as

50 dollars per ton. The caravans take upon their return produce amounting to over 4,000 tons per annum, consisting of Manchester goods, dry goods, provisions, wines, spirits, and all general European and many Indian manufactures, but, of course, all bulky and weighty goods and machinery are debarred from being sent into the interior on account of the primitive means of transport.

"The total present transport each way, including Government Stores, can be taken as at least 15,000 tons, it therefore costs the Government and the merchants, on an average, £10 per ton to get their produce from the sea to the Nile, or *vice versa*; or, in other words, there is about £150,000 spent on labour and transport between Suakin and Berber. From this it will be seen that the cost of carriage is absolutely prohibitory for all the cheaper kinds of produce that the Soudan produces, and cotton, corn, cereals of all kinds, gingelly, dates, fruits and vegetables of various kinds cannot be sent to the coast on this account, and the foodless Red Sea Provinces and Arabia (the latter country alone takes 50,000 tons of food from foreign countries) would with the railway draw the whole of their supplies from the Nile Valley.

"I have been up the Nile, and I know for a fact that the fertile Atbara Rahad Nile, Blue and White Nile Valleys, cannot export their surplus crops which the population of these places would be glad to do if they could only find a profitable market and cheaper transport. Much of the country is capable of growing three crops per annum, of which the native population is aware; but as one is sufficient to keep them, and there is no object in growing more, they still keep in the same state as they were years ago, and no improvement is possible until the country is opened up. Once, however, bring within their reach luxuries which they have hitherto unknown, which they can exchange for the produce of the soil, and the result will be increased cultivation and prosperity to the whole country.

"It is not difficult to foresee to what an enormous extent the Soudan would benefit, as, making Berber the basis of the waterway, regular steam communication could be opened up to the seventh cataract on the Blue Nile, 200 miles; to Lardo on the White Nile, 800 miles, all the year round, and during the high-water period, far up the Rivers Sobat, Bahr-el-Gazelle and Bahr-el Arab, all of which places teem with natural, vegetable, and mineral products, demanded by the European, Indian and local markets, which could be exported if cheap transport were only obtainable. The subjoined map,\* with the waterways marked out, will give you a better idea of the enormous extent of country that will be brought within easy reach of civilization; and I may mention that there are already two small steamers on the Albert Nyanza, and should the railway be made, Khartoum from London could be reached in twelve days, and the lakes within a month, whereas it now takes seven or eight months.

"I have furnished Mr. Lee Smith with full details, enabling him to supply information in regard to the difficulties to be encountered, and I would only point out that the existence of a railway at the present moment would be of service to the Government in dealing with the Soudan.

"I am, Sir, yours truly,

"A. B. WYLDE.

"To the COMMITTEE OF THE SUAKIN AND BERBER RAILWAY, Nov., 1882."

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\* The map referred to was an ordinary map of Egypt, coloured specially to shew the rail and waterways proposed to develop the country.

## REPORT OF MR. HAMILTON LEE SMITH,

*Member Institute Civil Engineers, late Engineer-in-Chief Egyptian Government Railways.*

"GENTLEMEN,—Acting upon your instructions, and apart from the information afforded me by MR. WYLDE, I have availed myself of statistics and data which I have thoroughly sifted, by which I am enabled to lay before you an estimate for the construction of the proposed Railway from Suakin to Berber.

"The difficulties of the line, though considerable, are not such as to present any engineering obstacles sufficient to delay the construction of the line.

"The length of the Railway will be at least 300 miles.

"The gradients will be about as follows:—

" From Suakin to Haritree 90 miles, rising to 1200 feet	} 1800 feet.
" Haritree to Kokreb 40 " " 600 "	
" Kokreb to Ariab 60 " a descent of 900 feet.	
" Ariab to Obak 60 " " 300 "	
" Obak to Berber 50 " a dead level.	

"All these heights being from sea level at Suakin.

"I have gone thoroughly into the question of the specification and the details of working, and consider there will be no difficulty in getting responsible contractors to undertake the construction of the Railway, and its completion within a period of eighteen months from date of commencing operations, for a sum in round numbers of £4,750 per mile, to include ample equipment of engines and rolling stock. This estimate will be found to compare very favourably with the mileage cost of Egyptian Railways generally, and with MR. JOHN FOWLER's estimate for the construction of the Soudan Railway from Wady Halfa to Shendy.

"Taking MR. WYLDE's statistics of the present trade by the caravan routes, and assuming one train a day each way, I am of opinion, relying upon past experience of the development of traffic which usually follows upon the opening of a railway, that it will be perfectly safe to count upon a minimum yearly carriage of 150,000 tons.

"Estimating this at the moderate charge of £2 per ton, we have the following receipts:—

150,000 tons at £2 ... ..	£300,000
Working Expenses at 40 % ... ..	120,000

Balance £180,000

"Leaving a net profit of £180,000 available for payment of interest.

"I have the honour to be, Gentlemen,

"Your most obedient servant,

"H. LEE SMITH,

"M. Inst. C.E.

"To the COMMITTEE of THE

"SUAKIN and BERBER RAILWAY, Nov., 1882."

The Chairman, MR. J. T. CARR, reported:—

I have seen the reports of MR. A. B. WYLDE and MR. LEE SMITH, and have been in communication with the highest finance houses in the City of London, connected with Egyptian affairs, and am in a position to state that in the event of a concession being secured, and a minimum dividend of five per cent. on two-thirds of the cost of the line, say a guarantee of £50,000



a year, that this guarantee would ensure of the construction of the line, and the subscribers would propose to form a company at once, on the following basis :—

With a capital of £2,500,000, consisting of £1,500,000 of Preference or Debenture Stock, at seven per cent., with a Sinking Fund of two per cent. and £1,000,000 Ordinary Stock; that £500,000 of the Ordinary Stock be allotted to the Egyptian Government, in exchange for their guarantee, and the Egyptian Government to have the power of electing three of the six Directors. That the fees of the Directors be limited to £500 each, and the Egyptian Government reserve to themselves the power, at anytime within ten years, of paying off the Debentures, with a bonus of ten per cent., and purchasing the Ordinary Shares of the Company at par.

The foregoing reports having been carefully considered, it was resolved :—

“That those present request that SIR CHARLES DILKE, Under-Secretary of State for Foreign Affairs, be asked to receive a deputation of those interested in the construction of the line.”

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At a subsequent Meeting, held at the offices of MESSRS. CARR, FULTON & CARR, on the 1st December, 1882, it was reported :—

That a deputation had a very interesting interview with SIR CHARLES DILKE, Her Majesty's Under-Secretary of State for Foreign Affairs. He stated that the Home Government would reserve all action in the matter of this and of any work of a similar character till they had been laid before those responsible in Egypt for the development of that country. And on being informed that it was the intention of MR. A. B. WYLDE and MR. LEE SMITH to proceed to Egypt, he stated his willingness to mention the nature of this interview to LORD DUFFERIN, and await his reply before moving further in the matter.

It was therefore unanimously resolved :—

“That MR. LEE SMITH and MR. A. B. WYLDE do at once, without any delay, proceed to Cairo, and see His Highness, the KHEDIVE, the Egyptian officials, LORD DUFFERIN, SIR A. COLVIN, and SIR E. MALET, with the view of procuring a concession from the Egyptian authorities for the construction of a railway between Suakin and Berber.”

It also having been brought to the notice of the Meeting that GENERAL GORDON, C.B., late Governor-General of the Soudan, was in England, it was resolved :—

“That MR. A. WYLDE be asked to see GENERAL GORDON C.B. and obtain his opinion on the proposed railway.”



At a Meeting held at the Offices of MESSRS. CARR, FULTON & CARR, on the 9th December, the Chairman reported having received the following letter from MR. A. WYLDE, enclosing one from GENERAL GORDON, C.B., it was resolved :—

“That the letters be printed and added to the Minutes of Proceedings, and that MR. LEE SMITH and MR. A. B. WYLDE proceed to Egypt next week.”

WESTFIELD, PUTNEY,  
8th December, 1882.

DEAR SIR,

According to request of the Meeting held on the 1st December, 1882, I had an interview with GENERAL GORDON, C.B., late Governor-General of the Soudan, and gave him a copy of the Minutes of Proceedings, and now beg to hand you his reply.

GENERAL GORDON entirely agrees with the figures in MR. LEE SMITH's report as to the extent of the trade to be done, and considers them under rather than over-estimated ; he wishes every success to the undertaking.

MR. J. T. CARR,  
Bedford Park, Chiswick.

I am, dear Sir, yours faithfully,  
A. B. WYLDE.

“UNITED SERVICE CLUB,  
“17th December, 1882.

“MY DEAR MR. WYLDE,

“You ask me my opinion on the subject of a railway between Suakin-Berber.

“Speaking from long experience in the Soudan, I feel convinced that until such a communication is made no real progress can be reckoned on in those countries. Their being so near Egypt proper, and yet so backward as they are is simply owing to the great difficulty existing in getting to and from them to the Red Sea ; a belt of arid sand of 280 miles separates them from civilization, and till this is spanned no real progress can be made.

“The Khedive, ISMAIL PASHA, fully recognized this great point, for, as His Highness often told me, he wished the Railway made up the Nile simply for the facilities he would then have of supervising the Government of the Soudan ; and though the line up the Nile is wrongly chosen, yet he was right as to the importance of a regular communication from Egypt to the Soudan. There can be not the least doubt but that the route, Suakin to Berber, is the true natural route to be opened.

“Had this route been opened when I was in the Soudan it would have been infinitely more simple to have governed those countries. The hidden misery of peoples in the dark places of the Soudan exists because no light is thrown on those lands, which light this Railway would give ; and it is certain, when it is known that the Railway is completed, an entire change will take place in the whole of this country.

“As long as the present state of affairs (with no communications) exists there will be revolts and misery, and this will entail many thousands per annum on the exchequer of Egypt, for it is certain that Egypt cannot throw off the Soudan and allow other countries to take it.

“Had I time I could say much more on the subject. I conclude in saying that the Railway is a *sine quâ non* for the well-being of the Soudan.

“To MR. A. B. WYLDE,  
“Westfield, Putney.”

“Yours sincerely,  
“C. G. GORDON.

## MINUTE OF ANTI-SLAVERY SOCIETY.

*(Passed March 6th, 1885).*ARTHUR PEASE, Esq., M.P., (*President*), in the Chair.

## SUAKIN-BERBER RAILWAY.

"In view of the fact that this Committee have earnestly advocated the making of a railway from Suakin to Berber, at a time when it was being promoted by private capitalists with a prospect of its opening up an extensive commerce with Central Africa, they cannot but feel a deep interest in the prospect of its being now immediately made.

"While deeply regretting that its construction should now be due to military considerations, and at the cost of the British Government, they feel bound to record their conviction that its construction and permanent maintenance will confer an immense benefit on the commerce and civilisation of Africa. They believe that such a railway would tend to supplant the Slave traffic by an extensive but legitimate commerce, and would thus more effectually conduce to its extinction than the most costly system of Naval Repression.

"*Resolved*.—That a copy of the above Minute be forwarded to the Right Honourable the EARL GRANVILLE, K.G."

## MASSACRE OF COOLIES IN TRINIDAD.

A PARLIAMENTARY Paper has just been issued, containing the Report of SIR HENRY NORMAN, on the late massacre of Coolies in Trinidad, and other documents. A more unsatisfactory paper we have seldom read, and venture to think that further trouble may be expected, if the regulations which have been issued under the authority of the Colonial Office be allowed to stand. SIR H. W. NORMAN's report is dated January 13, 1885, and occupies 58 pages. In transmitting it to SIR A. E. HAVELOCK, the Governor of Trinidad, LORD DERBY writes, under date of March 4:—

"I have the honour to transmit to you the accompanying copies of the report of SIR H. W. NORMAN upon the recent Coolie disturbances in Trinidad, and to express my satisfaction that in his opinion, in which I concur, no blame for the deplorable occurrence on the 30th October attaches to the Colonial Government, or to any of the persons concerned in carrying out their orders. I also concur in Sir H. NORMAN's recommendation that the regulations for the Hosea festival, issued and enforced in 1884, should continue to be enforced in future."

## LADIES' NEGRO'S FRIEND SOCIETY.

THE usual Annual Meeting of this Society was held in Birmingham, on the 1st of May, and was well attended. This year the Society has devoted its attention particularly to the subject of the introduction of ardent spirits into the newly constituted Congo Free State. An address drawn up and passed by the Meeting was to be forwarded to HER MAJESTY THE QUEEN, and to HER IMPERIAL HIGHNESS THE CROWN PRINCESS OF GERMANY. In this crusade against the introduction of ardent spirits, the Ladies' Negro's Friend Society has the warmest sympathy of the Anti-Slavery Society, for next to the curse of the Slave-trade, we believe that the introduction of poisonous "fire-water" into Africa does more to demoralise and destroy the natives than anything else.

## GENERAL GORDON'S PROJECTED MISSION TO THE CONGO.

*By the Secretary of the Anti-Slavery Society.\**

It is not publicly known that during GENERAL GORDON'S government of the Soudan, from 1874 to 1879, he wrote strong and touching appeals to members of the Committee of the ANTI-SLAVERY SOCIETY, asking their advice as to what he was to do with the troops of Slaves whom he had liberated, and who were too far from their homes to be sent back. In his letters, published by DR. HILL in 1881, we find the following outburst, under date September 11th, 1877: "I would have given £500 to have had you and the ANTI-SLAVERY SOCIETY in Dara during the three days of doubt whether the Slave-dealers would fight or not." Again:—

"I wish you would send me the ANTI-SLAVERY SOCIETY'S publication. I do not know the name, or where it is published."

In March, 1879, he recurred to the subject, and wrote home (page 346): "What are the guineas which are now given by rich people to the ANTI-SLAVERY SOCIETY? Let them give £20 a year—they will not feel it."

Almost immediately after his return from the Soudan, in 1880, he forwarded one hundred guineas to the Society at a time when he had only seven or eight hundred pounds in the world, and he ever after closely identified himself with its work.

On one occasion he wrote a leading article for the Society's publication, from which we give the following forcible extracts, as they will serve to show how deeply GENERAL GORDON was interested in the work of putting down the Slave trade:

GENERAL GORDON'S Leader in *Anti-Slavery Reporter*, 1881.

"We continue to see published in the Egyptian newspapers, and to receive letters which declare that the wish of the Egyptian Government is to put down the Slave-trade.

"These are all written in a strain of offended dignity. Those in the Egyptian official papers are significative of a great horror of the Slave-trade. The letters of individuals, who are *employés* of the Egyptian Government in the suppression of that trade, are full of indignation, that, while *they* are thus employed, there should be the least doubt expressed that the Slave-trade exists.

"We can assure the latter that we give them credit for doing their best in their spheres; that they may, to some degree, thank the ANTI-SLAVERY SOCIETY for their being thus employed; but that, however full their letters may be of protestations that they are doing their duty—which, by the way, has never been doubted—these protestations in no way affect the great question which we have in hand. In spite of anything they may say, the fact does exist, viz., that Slaves are brought down from Central Africa, and find a ready sale.

\* Reprinted from the *Pictorial World*, April 23, 1884.



"We now turn to the official documents of the Egyptian Government, and ask whether the latter are *bona fide* in their wish to put down the Slave-trade; if they are so, how is it that we moved in the matter? How is it that they never had published to their people in Lower Egypt the Slave-trade Convention and Khedivial Decree of August, 1877? And that they had to be informed by the British Consul-General of the Slave caravans at Assiout, which led to the appointment of COUNT DELLA SALA? The deduction from these two omissions is, that either they looked on the Convention as mere waste paper, as immaterial to their people to know of it, or that they wished to keep it secret, as being a sop to the Foreign Powers; and also as to the caravans at Assiout—that they either were grossly ignorant, which is not likely, or that they connived at these arrivals. . . .

"We can assure these gentlemen that we give them every credit for doing their best. That we would wish to give them every support, but that we cannot allow our protestations against the Slave-trade to be silenced, because the Egyptian Government may try and put them as buffers in order to fend off the impression that we have, that they only act under pressure of Foreign Governments against the Slave-trade. They may depend on one thing, that their tenure of office, *vis a vis* the suppression of that traffic would soon cease, were this pressure withdrawn. Their employment is the effect of this pressure. It would cease on its removal.

"As long as the harems of TEWFIK PASHA and his Pashas have Slaves and eunuchs, so long will we doubt the *bona fides* of the Egyptian Government. If these dignitaries were really in earnest they would easily give a proof of it, and set an example of their earnestness by liberating them, or by giving them certificates of freedom.

"The ANTI-SLAVERY SOCIETY is for an object which should be dear to every European. It has great difficulty in getting information, and sometimes it may be wrongly informed; but it is not thereby to be deterred from its great work, or dragged into discussions with individuals, on one side or the other, by interested persons. We keep in view the *raison d'être* of our institution, and look on all else as merely leading up to the accomplishment of the same."

After GENERAL GORDON had retired from the stirring events of his active life, and had spent a quiet twelve months in Palestine—the happiest time of his life—he roused himself once more, like an old war-horse, at the trumpet call of the KING of the BELGIANS. This time he meditated an attack on the Slave-trade, not in the old hunting grounds of the Soudan, where he and his valiant lieutenant, ROMOLO GESSI, had driven the man-hunters from their fastnesses, but he devised a novel and strikingly original plan for entering through the newly discovered waterways of the Congo river into the very heart of the populous districts so long desolated by the raids of the Arabs.

But before discussing this plan let us glance at some of the work done by ROMOLO GESSI, whose career was so strangely linked with that of GORDON, and whose name deserves to be imperishably associated with his. GESSI was GORDON's right hand in his terrible life and death struggle with ZEBEHR and the Slave raiders who devastated the Soudan. GENERAL GORDON himself describes his brave lieutenant, the hero of the Bahr-Gazelle, as an "Italian subject, aged forty-nine; short, compact figure; cool, most determined man. Born genius for practical mechanics. Ought to have been born in 1560, not in 1832. Same disposition as FRANCIS DRAKE; had been engaged in many petty political affairs. Was interpreter to her Majesty's forces in the Crimea, and attached to the head-quarters of the Royal Artillery."



Writing from Khartoum on July 11th, 1878, COLONEL GORDON said: "The son of ZEBEHR, either by intrigue or collusion with the Governor of the Bahr-Gazelle, has got possession of that province again. I am sending up an expedition there, and have imprisoned all of his family whom I can find, and confiscated their goods." The commander sent up by GORDON was GESSI, and ZEBEHR, the father of the revolted leader of the Slave-dealers in the Bahr-Gazelle, is the same man whom the English now hold prisoner in Gibraltar. GENERAL GORDON states that ZEBEHR assembled his officers under a large tree near Shaka, and arranged with them to revolt, on receiving a signal from him



ROMOLO GESSI.

that they were to carry out the oath taken under the tree. Not being able to obtain what he wanted in Cairo, and being detained prisoner, ZEBEHR sent up the signal, and the revolt began. This revolt GESSI quelled. The campaign, described in DR. HILL's book from GORDON's own letters, reads more like a romance than an actual campaign. The chief Slave-dealers had already divided the provinces of the Soudan amongst themselves, and had given out that they would plant their standards on the walls of Cairo. "Had it not been," writes COLONEL GORDON, that ZEBEHR and his party were the most inveterate Slave-hunters, and had committed the most fearful cruelties, it might have been

better for the peoples of the Soudan had the revolt been successful. There is no doubt," he adds, "that if the governments of France and England do not pay more attention to the Soudan—if they do not establish at Khartoum a branch of the Mixed Tribunals, and see that justice is done, the disruption of the Soudan from Cairo is only a question of time."

The army which GESSI commanded in the Bahr-Gazelle was a small and indifferent body of about 1,300 men. With this force he resisted an attack made by SULEIMAN, ZEBEHR's son, and an army of 10,000 men. This powerful force was repulsed with heavy loss, but GESSI's men were too few to enable him to follow up his victory. So short was he of ammunition that his soldiers had to pick up the bullets on the field, and recast them. Yet GESSI could boast truly that during his prolonged stay he had done some great things. The country had been opened in his rear, and from time to time he had sent out strong gangs to attack the bands of brigands who on all sides were sweeping off the natives into Slavery. By the beginning of February, 1879, he had restored more than 10,000 of these unhappy people to their homes. In May of that year GESSI pursued the rebel chief SULEIMAN, and a series of extraordinary fights took place, from all of which the noted Slave-hunter barely escaped with life by the fleetness of his steed. In one village a white woman, nearly naked, and holding a baby to her breast, ran out of a hut to meet GESSI and kiss his feet. Her husband, an officer in the artillery, had been killed by the Slave-dealers, and this poor woman had been carried off as their prey after the manner of these Arabs. At length, in July, 1879, GESSI, with 290 men, came upon SULEIMAN, who had a body of 700 rebels. Skilfully concealing the smallness of his force among the trees, GESSI marched boldly up, and gave SULEIMAN ten minutes to lay down his arms and surrender. Utterly bewildered, the Slave-dealers sent word that they yielded, and laid down their arms in a pile on the ground. When SULEIMAN discovered that he had been overcome by so small a body of men he burst into tears, and upbraided his chiefs.

DR. HILL describes ZEBEHR as "a king among the Slave-traders of the world. His strongholds have been pushed far into the heart of Africa, and over hundreds of miles of fertile lands, whose fruits had once nourished a teeming and a happy population, he had spread desolation and sorrow. He had kept up an almost princely court; but the flood of his prosperity had been swollen to its monstrous height by the tears of thousands and tens of thousands."

COLONEL GORDON made GESSI a Pasha, and appointed him Governor of the Bahr-Gazelle. Not only did GESSI put down Slave-trading, but he turned the country into a garden. People loved him, and on all sides the rich products of those regions flowed in. As he himself said, "A just government has done what seven and twenty thousand muskets have never been able to do. It has increased the revenue tenfold."

This happy state of things was, however, not long to continue. The KHEDIVE appointed, as successor to COLONEL GORDON in the Soudan, a man

who had formerly played the tyrant in Harrar, and had been deposed by COLONEL GORDON for his nefarious transactions. His name was RAOUF PASHA, an unworthy successor of that Christian governor-general who had so long "held the balance even." RAOUF soon began to exercise his feelings of revenge against GESSI PASHA, who was eventually obliged to retire from his government. The wretched steamer sent up from Khartoum to bring away GESSI and his 560 followers—men, women, and children—was too small and weak to force its way through the *sudd*, or Nile weed. For nearly four months the vessel was shut in by an impassable barrier, and the wretched creatures on board died like flies. The dead bodies were thrown into the weed, thus adding pestilence to famine, and so desperate was the distress that even acts of cannibalism are reported to have occurred. From this living death GESSI was at length rescued with scarcely 100 survivors, whom he describes as skeletons. He never recovered from the hardships of this terrible voyage, and died in the hospital at Suez on his way to Cairo early in 1881. The concluding words of his report may fitly finish this slight sketch of a remarkable career. GESSI wrote: "My work is in the Bahr-Gazelle, and there the memory of my government will not pass away."

This province of the Bahr Gazelle, the scene of GESSI's exploits, and the district from which the Slave-traders drew so many of their human prey, is the country which GENERAL GORDON intended to reach, as previously described, by the way of the Congo, and is one to which the attention of those must be directed who intend to carry out the benevolent policy of him who was sacrificed in Khartoum whilst engaged on a mission of mercy to the poor Soudanese.

There cannot be a doubt that it was GESSI's brilliant exploits that swayed GORDON in deciding upon the Bahr-Gazelle for his future campaign against the Slave-trade. His novel plan for coping with it was already ripe when GENERAL GORDON was invited by her Majesty's Government to undertake the heroic, but impossible task of rescuing, almost single-handed, the besieged Egyptian garrisons on the Upper Nile.

It was a sore disappointment to him to relinquish the scheme which he had elaborated with so much care, and which the writer of these notes had the advantage of hearing him describe in full. In January, 1884, he wrote from Brussels as follows: "In 1886 we will (D.V.) be at Bahr-Gazelle. If BAKER and the others keep the Slave traders occupied in the Soudan, we will (D.V.) take every province back; but these are secret prophecies." With this letter he forwarded an article to be published in the daily press, without his name. The sudden alteration in his plans prevented its publication, and it now for the first time sees the light. This will explain one post-card—the last the writer of these notes ever had from him—herewith reproduced in facsimile, which was intended to show that he had arranged to ascend the Congo to its tributary, the Welle of SCHWEINFURTH, called also the Aruwimi, but now, on MR. STANLEY's authority, named the Biyerré. He would then have steamed up the Biyerré to the point marked \* in the



accompanying sketch map—which MR. H. M. STANLEY has kindly given us—and thence he would have marched 250 or 300 miles into the middle of the Bahr-Gazelle province.

Here it was GENERAL GORDON's intention to train the native black races, and teach them to defend themselves against the attacks of the Arab Slave-hunters.

By this means he intended to carry out his idea of "attacking the Slave-trade at its tap root," as he had so frequently expressed the wish that he might be spared to do.

It is 250 miles  
from Bahr Gazelle  
to Stanley's  
station on Congo  
with navigable  
River nearly all  
the way <sup>from Mombassa to</sup> this station  
C.S.S.  
5-1-1. 84.

*It is 2000 miles from  
Cairo to Bahr  
Gazelle. Cairo  
Egypt*

The accompanying post  
card was addressed to

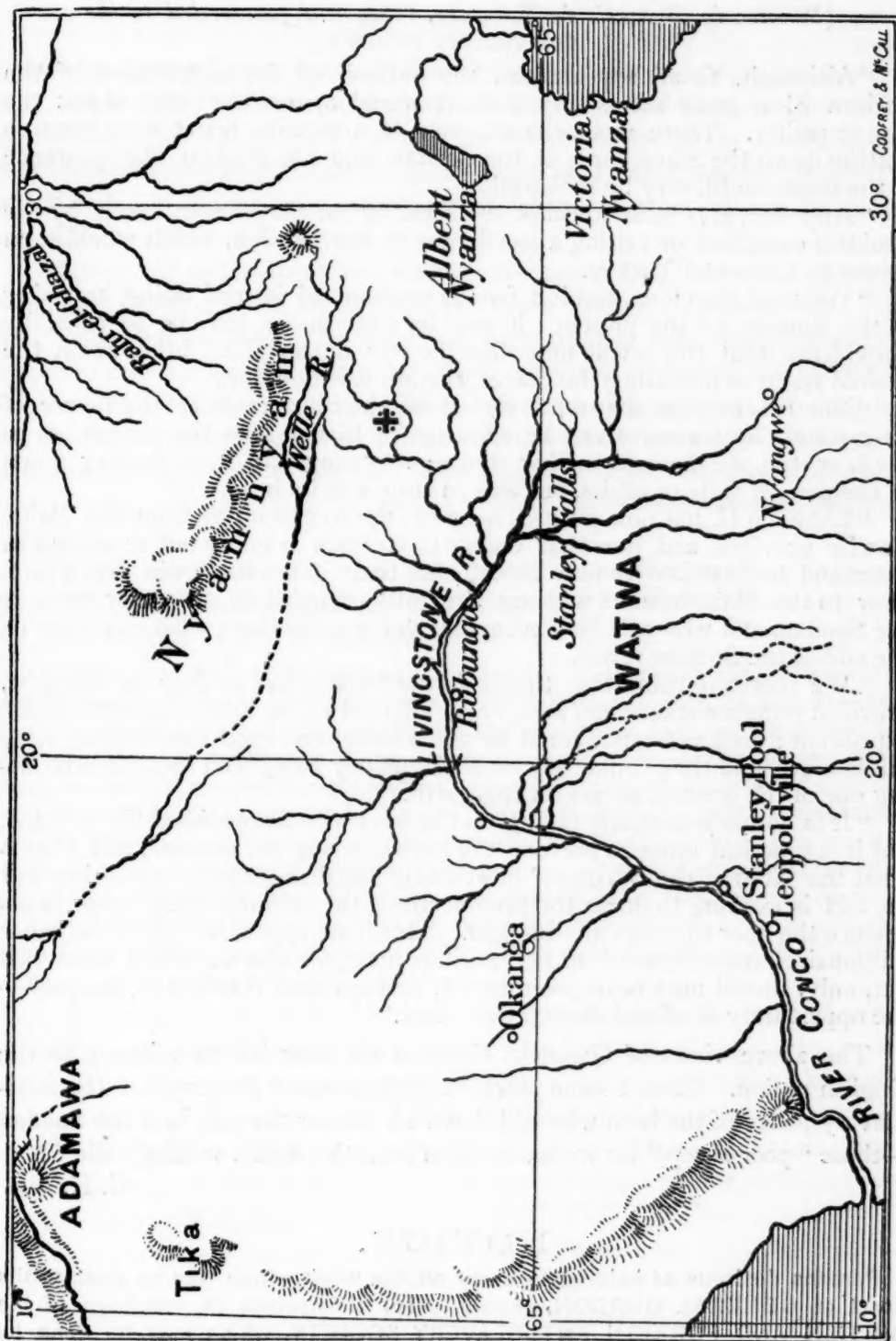
CHAS. H. ALLEN,  
Secretary,  
ANTI-SLAVERY SOCY.

55, New Broad St.,

LONDON, E.C.,

by GENERAL GORDON,  
from BRUSSELS, in ex-  
planation of his pro-  
posed Congo journey.

*Note.*—MR. H. M. STANLEY stated to the writer of these notes that GENERAL GORDON was perfectly right as to the practicability of approaching the Bahr Gazelle by means of the Congo and its tributary the Aruwimi, or Biyerré. He said that the only difference between his calculation and GORDON's was, that he made it 280 miles instead of 250.



MR. H. M. STANLEY'S Map of the Congo, including the affluent Aruwimi or Biyerré, navigable by steamers to the point marked \*, showing GENERAL GORDON'S proposed route.

## GORDON'S LAST ARTICLE ON THE SLAVE-TRADE.

(Written in Brussels in January, 1884, and forwarded to the Anti-Slavery Society.)

"Although, to all appearances, the outlook of the suppression of the African Slave-trade seems very dark, it would appear that such is not the case in reality. There was a chance, once, of something being done towards putting down the Slave hunts of the Soudan, and the gradual disappearance of the domestic Slavery by registration.

"Any way, it is futile to think of liberating the Slaves now, except by the doubtful expedient of raising a servile war in the Soudan, which would soon spread to Cairo and Turkey.

"We may therefore abandon for the moment all idea of doing anything in the Soudan for the present; it may be that things may be so ruled by Providence that this revolt may (like the war in the U.S.) bring about the desired result of liberating the Slaves, though it is doubtful.

"But it is evident that until we cut off the Slave-trade at the *source* of its *existence* no measures can be efficacious. Either stop the stream at its head, or stop the demand further down; we cannot cut it off further down in the present state of affairs, but we can stop it at its head.

"LEOPOLD II. has now pushed his posts up to 250 miles from the Bahr-Gazelle province, and now that GENERAL GORDON is going out as second in command to STANLEY we may expect that their joint efforts will deal a fatal blow to the Slave-hunters who are now fully occupied in the other parts of the Soudan, and who will be continually so for some time, whatever may be the end of the Soudan revolt.

"We therefore think that things do not look so bad as they are thought, provided some assistance, *not meagre*, be afforded to the KING of the BELGIANS' expedition; such assistance could be given freely and spontaneously by some millionaires, and they could rely on their money being well spent in alleviating one of the greatest curses on this earth.

"It is no use *practically* taking up the boys who have robbed the orchard, but it is practical sense to prevent the boys entering the orchard, and that is what the KING of the BELGIANS' most costly and disinterested expedition will do, and is working to do at the present time, the orchard being those lands whence the poor wretches are dragged. This is no appeal for funds; whether millionaires come forward or not matters little, for the work will be carried out, only, should men be disposed to aid, perhaps then it would be accepted—the opportunity is offered them, at any rate."

The above views of GENERAL GORDON are now left as a legacy to the English nation. Cannot some practical steps be taken to carry out the anti-Slavery policy of the hero who laid down his life for the people of the Soudan—those "poor sheep" for whom he often said "he would willingly die"?

C. H. A.

## NOTICE.

Persons desirous of helping to carry on the work which was so dear to the heart of GENERAL GORDON, should enrol themselves as members of the BRITISH AND FOREIGN ANTI-SLAVERY SOCIETY, which may be done by becoming Annual Subscribers.

Donations and Subscriptions may be forwarded to

Cheques crossed Barclay, Bevan, & Co. CHAS. H. ALLEN, Secretary,  
55, New Broad St., London, E.C.



## "GORDON AND ZEBEHR," AND THE ANTI-SLAVERY SOCIETY.

In his interesting work entitled *The Story of Chinese Gordon*, Volume II., MR. EGMONT HAKE devotes a chapter to "Gordon and Zebehr," followed by another entitled "England's Policy," in which latter, pages 159-160, the ANTI-SLAVERY SOCIETY is attacked and morally held responsible for the policy which ended in the refusal to send ZEBEHR, which refusal is said to have resulted in the death of GORDON.

Taking this last clause first, we have to observe that it was in February, 1884, that GORDON asked for ZEBEHR, and it was not until January 26th, 1885, that GORDON was slain. As GENERAL GORDON was able single-handed to maintain himself in Khartoum for nearly twelve months without ZEBEHR's aid, and as English troops arrived on the scene only two days too late, no unprejudiced person can maintain that had the troops been dispatched a few weeks earlier, before the Nile had fallen so dangerously low, they would not have arrived at Khartoum in ample time to have relieved the besieged garrison.

We will now proceed to examine the influence that the ANTI-SLAVERY SOCIETY actually exerted upon the Government.

The following is MR. HAKE's statement :—

"Scarcely were they (the Government) in possession of GORDON's telegram when they received a petition, signed by the Chairman of the BRITISH AND FOREIGN ANTI-SLAVERY SOCIETY, protesting in strong terms against ZEBEHR's employment. Now if this petition had anything to do with deciding the Government not to send ZEBEHR—and, as appeared by the sequel, practically to sign their Envoy's death warrant—it is a pity that the BRITISH AND FOREIGN ANTI-SLAVERY SOCIETY ever existed. Looking only at the immediate issues, it is extremely silly and improvident. Anarchy in the Soudan meant Slave-hunting in the Soudan, whatever happened in the Bahr-Gazelle and Equatorial Provinces; and the best authority in the world showed that anarchy could only be prevented by ZEBEHR. The ANTI-SLAVERY SOCIETY, therefore, did their very best to stultify the proposed object of their existence. They prevailed, however, and at once. The reply returned by Her Majesty's Government, on March 11th, was consistent even to puzzle-headedness."

Let us look into the facts. The Memorial of the ANTI-SLAVERY SOCIETY objecting to ZEBEHR's appointment, a copy of which MR. HAKE quotes in an appendix to his book, is dated 10th of March, 1884. GENERAL GORDON's demand for the appointment of ZEBEHR reached Her Majesty's Government about the 20th of February. On the 22nd of February, sixteen days before the date of the ANTI-SLAVERY SOCIETY's Memorial, EARL GRANVILLE telegraphed to Cairo, that

"There were the gravest objections to GENERAL GORDON's proposal . . . and that public opinion in England would not tolerate the appointment of ZEBEHR."\*

On the 5th of March, *five days before the Memorial* the Government replied to SIR EVELYN BARING :

"That they had no information in their possession which led them to alter the impressions

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\* See *Egypt*, No. 7, 1884.

produced by those opinions, and that unless those impressions were removed they would not be able to take the responsibility of authorising the mission of ZEBEHR." †

Here we have two distinct refusals by the Government to employ ZEBEHR before the ANTI-SLAVERY SOCIETY expressed any opinion in the matter.

It may be asked why did the Society speak at all? The reply is, because they were agreed with the rest of England, and with GENERAL GORDON's own friends and relatives, that it would be in the highest degree imprudent to allow the prince of Slave-dealers to hold sway in the Soudan, and to have the life of GENERAL GORDON at his disposal. Why does MR. HAKE only quote the views of the ANTI-SLAVERY SOCIETY? Why does he not give us the opinions loudly expressed by the organs of the press throughout the country? Above all, why is there no reference to an interesting and extraordinary article in the *Contemporary Review*, of June, 1884, entitled *The Position of General Gordon (A Conversation)*? A note to this article states that

"The views expressed in this paper are those of a personal friend of GENERAL GORDON, and may be relied upon as unusually well informed."

Public rumour attributed the authorship to no less a person than SIR HENRY GORDON, the distinguished brother of the GENERAL. However that may be, this well-informed friend of GORDON thus replied to a question as to how he could reconcile GENERAL GORDON's proposal to send ZEBEHR with the blood feud existing between them. The answer is characteristic, and worthy of a place in MR. HAKE's volume, where however it is not to be found:—

"GENERAL GORDON is so willing to forgive everybody, that he thinks everybody will forgive him. He is mistaken in ZEBEHR, who has threatened to hang him. I have no doubt that if we had sent ZEBEHR up to Khartoum, the first thing he would have done would have been to hang GENERAL GORDON. I believe ZEBEHR is at the bottom of this whole revolt between Berber and Khartoum. ZEBEHR ought to be put in confinement at once."

This reply very much agrees with what SIR HENRY GORDON wrote to the Society in May of last year, that he believed ZEBEHR to be at the bottom of the rebellion, and that he ought to have been shut up long ago, instead of being employed to transmit messages.

Thus it is quite clear that three months after the discussion about ZEBEHR, GENERAL GORDON's friends, and probably MR. HAKE himself, agreed with the views expressed by the ANTI-SLAVERY SOCIETY.

The subsequent arrest of ZEBEHR and his removal to Gibraltar on a charge of treacherous correspondence with the MAHDI, fully bear out the estimate formed of his character by those who, like the ANTI-SLAVERY SOCIETY, were tolerably well-informed as to his antecedents.

No one who understood anything of the intimate personal relations existing between the ANTI-SLAVERY SOCIETY and the late GENERAL GORDON would for a moment believe that the SOCIETY could do any thing which they thought would imperil the life of one whom they held to be their firmest ally in the great work for which the Society exists.

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† See *Egypt*, No. 12, 1884, p. 140.

## NEW MEMBER OF COMMITTEE.

WE are glad to announce that MR. W. H. WYLDE, C.M.G., who for upwards of forty years was a prominent member of the staff of the Foreign Office, and late Superintendent of the Slave-trade and Consular Department, has been unanimously elected a Member of the Committee of the British and Foreign Anti-Slavery Society.

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## THE SLAVE TRADE IN CENTRAL AFRICA.

"After suffering innumerable tribulations at the hands of African despots, M. VICTOR GIRAUD has returned to Paris to tell his tale of famine, captivity, and cruelty in Central Africa before the French Geographical Society. Introduced by M. LESSEPS to a distinguished audience at the Salle de la Sarbonne, M. GIRAUD gave a most interesting account of his explorations in the lake district of Central Africa. At Zanzibar he reports that the SULTAN had adopted a new anti-European policy, which does not augur well for German and English projects in the black country, of which the Sultan holds the key. M. GIRAUD sums up his impressions of the condition of the natives of Central Africa as follows :—

'I was deeply impressed with the extreme misery in which they live, a misery resulting from their indolence and the sterility of the soil. . . . Another remarkable fact is the growing depopulation of these countries : they are in a continual state of war, famine, and Slave-trade. There are on an average less than a hundred male inhabitants to every twenty-five square kilometres. It would be in vain to think of aiding the native in the cultivation of the soil ; he is in no want ; what does he care for our civilisation ? Nor would it be any use to think of cultivating these districts, the vegetation being poor and the mines unpromising ; ivory will always be dear on account of the transport, and commerce will always be in the hands of Arabs and half-caste Portuguese ; in order to render it productive, the Slave-trade must first be suppressed.'

"As we are just handing over the Soudan in perpetuity to the Slave-traders, the prospect is not very promising."—*Pall Mall Gazette*, 14th April.

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## FAMINE IN EASTERN AFRICA.

FROM private advices we have received heartrending descriptions of the terrible famine that has for some months desolated the East Coast of Africa. We hear of fathers selling their children one by one into Slavery, in order to procure food, and in some cases people have been known to sell themselves. This has been a golden opportunity for the Slave-trader, who has found the people absolutely thankful to be taken into Slavery, as death by starvation was the alternative. We believe there has been a great failure in the food crops throughout vast districts of Central and Eastern Africa. To a people living from hand to mouth this entails an amount of suffering and death which can scarcely be estimated by ordinary persons. Nothing but opening the country to legitimate commerce, and training the people in habits of prudence and forethought can prevent a periodic recurrence of these terrible disasters. Alas ! poor Africa !



## INDIA AND EASTERN AFRICA.

AT the last meeting of the Indian Section of the Society of Arts, a paper on "The Trade between India and the East Coast of Africa" was read by Mr. FREDERIC HOLMWOOD, British Consul at Zanzibar, Major-General SIR F. GOLDSMID, C.B., presided.

MR. HOLMWOOD, in the course of his eloquent paper, described how it was that the British Colonies of South Africa had so little trade with India, and also how the Portuguese possessions in East Africa, extending over a coast line of 1,400 miles, possessed no foreign trade of any importance. The high differential duties and restrictive tariffs checked all enterprise. This caused a neglect of the fertile regions of the Highlands of the Zambesi and Lake Nyassa.

After touching upon the ruin to British-Indian interests in Madagascar through the action of the French in that island, he described the dominions of Zanzibar. These comprised a coast line of 1,050 miles, exclusive of the islands. The population consisted of Arabs and free natives, the proprietors of the soil, of emigrants from the Comoro Islands, Persia, Syria, and Egypt, and of Slaves. The latter constituted fully two-thirds of the whole number, but this proportion was rapidly decreasing through the effects of our Anti-Slavery policy. The position of foreign residents in the Zanzibar dominions was regulated by well defined treaties, which rendered trade as free as in Great Britain, and secured advantages to the settler and purchaser of land, houses, and other property, such as were unknown in any other country in the world.

MR. HOLMWOOD said that 20 years ago, when the Slave-trade was at its height, and for several years after that period, the imports averaged £500,000, and the exports £420,000. On the 5th of June, 1873, SIR JOHN KIRK negotiated a treaty with the Sultan for the abolition of the Slave-trade in Zanzibar waters, which effected a complete revolution in the trade of the country. The total imports for 1873-4 amounted to £325,252, and the exports to £276,150. During the next four years trade not only completely recovered itself, but actually doubled; and even the Arabs acknowledged that events justified our action in regard to the Slave-trade, so far, at any rate, as it affected the prosperity of the country. In 1883 the trade between Zanzibar and India was—imports, £470,420; exports, £285,438; total, £755,858. It might safely be said that for the three years 1881-3 one-third of the whole trade of Zanzibar was with India.

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 WITH GORDON AT KHARTOUM.

"THE lesson of GENERAL GORDON's heroic mission and death for us who are mourning his loss, we briefly suggested last month. We may now go back nearly seven years to the days when he was resident at Khartoum as Governor-General of the Soudan under the Egyptian Government, and once more recount the story of his reception of the C.M.S. missionaries going up the Nile to U-ganda and the Victoria Nyanza.

Almost all our men have travelled to U-ganda from the East Coast of Africa. But in 1878, after the death of LIEUT. SMITH and MR. O'NEILL, a party of three was sent up the Nile, COLONEL GORDON (as he was then) having most kindly promised to take care of them. He had been in England in the beginning of that year, and on his way out again he heard of the

calamity that had befallen the Mission, and wrote from Cairo to MR. WRIGHT offering protection to any men the Society might send by way of the Soudan. "You may count on me," he wrote, "as you would on yourself, to aid, protect, and in every way help your people. But," he added, "don't send *lukewarms*."

Four men were sent—PEARSON, LITCHFIELD, FELKIN, and HALL. They sailed to Suakin; but there MR. HALL got sunstroke and had to return home. (He is now at work in the Krishnagar Mission, Bengal). The other three went on camels across the desert from Suakin to Berber, and thence in one of GORDON's steamers up the Nile to Khartoum, passing Metammeh and Gubat, the points reached lately by the British force under the lamented SIR HERBERT STEWART.\*

GORDON sent a letter to the party to meet them on landing at Suakin, in which he said, "MR. WRIGHT has, I dare say, told you my views about missionaries. They must hate father, mother, and their own life also. You are sure to succeed if you will entirely trust HIM. You have counted the cost and embarked in this work for HIS sake. You must go through with it. Are you missionaries? So am I. The letter must be one which he who runs can read—the life."

Here is MR. FELKIN's account of their arrival at Khartoum:—

"*Aug. 7th*, 1878.—Hope to be in Khartoum in six hours. We are awfully hungry! Our dinner consisted of millet-seed and a bit of hard bread soaked to make it eatable. Our wood ran short, so we had to stop.

"*Aug. 8th*.—Started at 7. Soon after, the palace of the Governor of the Soudan came in sight. We then cut off our boats and steamed at full speed up to the town. A kavass or two met us with a letter from COLONEL GORDON, saying how sorry he was we had been so long, that a house was prepared for us, and he would see us at 2 o'clock."

And here is their first meeting with GORDON, described by MR. PEARSON:—

"*Aug. 8th*.—On going to the palace at 2 o'clock, of course the guard turned out, and several kavasses ushered us upstairs, and in a large corridor we saw a table laid for lunch, and a little man in his shirt-sleeves walking about. I took him for the butler. On looking through the open doors opposite, saw a very splendid divan with a round table in the middle, on which was a bunch of flowers, several looking-glasses on the walls. But on catching sight of us the 'butler' rushed up and said, 'How d'ye do? So glad to see you; excuse shirt-sleeves; so hot! Awful long voyage. I'll make a row about it. Are you very angry with me?'

"A hearty grasp of the hand to each, a piercing glance of small sharp eyes accompanied this flow of words, spoken in a clear, sharp, but pleasant tone of voice. Yes! it is he indeed, the liberator of the Slaves, the ruler of a country half as big again as France, the CHINESE GORDON! It is hard to describe him; he is short, thin, well-moulded face, slightly grey hair, his eyes calm, but at times light up with great fire and energy, thin nervous hands, and a peculiar smile. We have had some glorious talks with him, which have strengthened me. I only wish I could stay with him longer.

\* MR. FELKIN's diary of the journey appeared from month to month in the *Gleaner*, in 1879, and has lately been published by the Society as a pamphlet, entitled *Suakin, Berber, Khartoum, and to U-ganda*, price 2d.

"*Aug. 9th.*—He changes rapidly from one subject to another. In the middle of a conversation he suddenly stopped and said, 'You wrote to your mother, did you?' 'Yes,' said I. 'That's right; always let your *mother* know how you are. How my mother loved me!'

"*Aug. 11th, midnight.*—I will send you a line, though fearfully tired. We have been so busy getting stores and things COLONEL GORDON wished us to take, and he has kept us each night till 11.30 or 12, that we have really had no time for letters. He is such a splendid man, and such a Christian, it has done me much good to meet him.

"(*Later*).—During the whole of our stay here he has been like a father to us, and most generous in his presents."

"GORDON asked the Society to send him another Mission party for he Albert Nyanza. But if this had been done the missionaries would *now* be cut off altogether, like the unfortunate Egyptian garrisons. How graciously GOD guides us! May it please HIM soon to give us a highway into the Soudan! That would be the best memorial to GORDON!"—*Church Missionary Gleaner*.

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### THE JEWS OF MOROCCO.

"C. H. ALLEN, Esq., F.R.G.S.

"MY DEAR SIR,—The Jews of Morocco, who are said to number 200,000, have always suffered persecution at the hands of the Moorish Government.

"In every town where they reside a portion is set apart for them, which is called the *cursed*. They must wear black fezes and slippers as a mark of their degraded position. SIR MOSES MONTEFIORE having been moved by compassion for the sufferings of his brethren in Morocco, induced the SULTAN, some years ago, to issue an edict commanding that the persecution of the Jews should cease throughout the Moorish Empire. This improved state of things continued for a time; now it appears, that, the persecution of the Jews has again commenced, and the Jews of Demnat would seem to be the victims of terrible oppression on the part of the GOVERNOR of the district, numbers fled away, and a deputation of them came to Tangier to lay the matter before the diplomatic body. The American Consul took up their case. The English, French, and Italian Ministers made strong representations to the SULTAN on the subject demanding an enquiry, there is now every hope that their grievances will be redressed. SIR JOHN HAY wrote the following letter to LORD GRANVILLE with regard to the Jews of Demnat:

"Tangier, February 13th, 1885.

"I have the honour to report that the SULTAN, in compliance with the wishes I had expressed, has directed CID BUBEKIR AL KHANJAWI to institute an enquiry into the charges made by certain Jews of Demnat against the Governor of that district, and has further directed a respectable Jew of Morocco, named ABRAHAM CORCOS, to proceed to Demnat on the same errand, and that these persons have received orders to report to His SHEREEFIAN MAJESTY the result of their enquiry. I have also received a letter from CID BUBEKIR, expressing his readiness to proceed to Demnat as soon as he receives the SULTAN's orders. He says his task will be a difficult



one, as some of the Jews are partisans of the Governor, and many persons have mixed themselves up in this affair, who may be bribed to give evidence for and against the Governor, as may suit their inclination. He hopes, however, to be able to collect reliable information, and under any circumstances he will seek to allay the excitement that has been produced among both the Jewish and the Mahommedan population. CID BUBEKIR suggests that should the SULTAN not remove the GOVERNOR of Demnat, I should recommend that the Jews be placed under another authority. He says that the Jews of Shragna, a district situated in the neighbourhood of Demnat, and the City of Morocco, had also complained of ill-treatment and injustice on the part of their Governor, and the SULTAN had appointed the BASHA of Morocco to govern them; that the Jews of Saffi, having also complained of the conduct of the Governor of that port, HIS SHEREEFIAN MAJESTY had placed them under the jurisdiction of the Administrator at Reumees.

"I await the report of CID BUBEKIR, before I take any further steps in the Demnat question, or communicate with the deputation of Jews from that district, who, I understand are still in Tangier.

"The Italian Minister, who, from the commencement, had taken an active part on behalf of the Jews of Demnat, and had received a letter from the VIZIER, assuring him that if the deputation would proceed to the Court the SULTAN would give a hearing to all they had to submit, and would issue stringent orders, that would prevent their persecution hereafter, informs me that the deputation of Jews have got into bad hands here, and have been recommended not to return until they receive a large indemnity on account of their alleged ill-treatment.

"Demnat is situated in the country of the Shloks, a very wild, daring race, the Jews there carry arms, and, I am told, are far from being the quiet people which their brethren in other parts of the Empire are; so there may be some truth after all in the accusation put forward against them of having acted in a disorderly manner; but I await, as I have said, CID BUBEKIR's report before I form a decided opinion on this subject.

"(Signed) J. H. DRUMMOND HAY.'

"It is to be hoped that the representatives of Christian countries will use their influence in preventing disgraceful persecution of the Jews, who have hitherto suffered terrible wrongs under the heel of the oppressor.

"I am glad to see it reported that the Legations will remove to the royal city of Fez. This is the wisest course that could possibly be taken, for then Ministers could impress HIS MAJESTY THE SULTAN with the importance of extending the blessing of good government, not only to the Jews, but to the Mohammedans also, which could not fail to increase his revenue, and enrich his subjects by giving them security for life and property.

"I am, yours very truly,

"May 9, 1885.

"DONALD MACKENZIE."

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### THE BERLIN CONFERENCE.

THE Protocols and General Act of the West African Conference have recently been published, and we hope to refer to them in a future Number.

## "THE TRUE STORY OF THE FRENCH DISPUTE IN MADAGASCAR."

BY CAPTAIN S. P. OLIVER.\*

THIS interesting volume, with a map, is written by a gentleman well qualified to review the somewhat difficult question of the dispute between the French and the Malagasy, CAPTAIN OLIVER having been Aide-de-camp to GENERAL JOHNSTONE on his mission to Madagascar. Want of space prevents our doing more than call attention to this valuable addition to the literature on the history of Madagascar.

We would also call attention to a French work, entitled *Nos droits sur Madagascar*, published in Paris, showing clearly that France has no right to claim territory in Madagascar. To show the spirit in which the work is written, we translate a note respecting the Coolies in Réunion, the writer being on this point clearly at one with the ANTI-SLAVERY SOCIETY :—

"The Indian Government has forbidden the exportation of Coolies to Réunion on account of the bad treatment to which those unfortunates are subject. It is known that the blacks of Mozambique and natives of the Islands are also engaged for a term of ten to fifteen years (which they rarely live to complete), and are sold in reality by Arabs engaged in this business to the planters of our Ocean Colonies. *This is Slavery with hypocrisy added to it.* On this subject the recent articles of Senator Schoelcher in the *Rappel* upon *Engagés libres* ought to be read."

\* London : T. Fisher Unwin. 1885.

## PUBLIC MEETINGS.

## THE SOUDAN AND THE CONGO.

ARRANGEMENTS ARE BEING MADE BY THE

**British and Foreign Anti-Slavery Society**

FOR HOLDING A PUBLIC MEETING IN

**MANCHESTER AND LONDON,**

For considering the possibility of opening the Nile to legitimate commerce as has been done on the Congo.

Particulars will be announced shortly.

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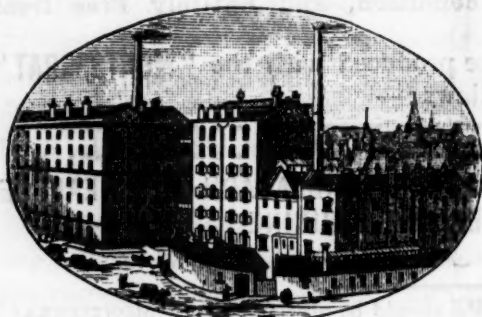
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